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to be against something or to react. We must act * * * I agree—but his boss does not seem to agree. We don't act.

To me, the way to ultimate victory is a positive program to persuade our allies to ban all strategic trade with the Sino-Soviet bloc, including Yugoslavia, Poland, and Cuba. As for ourselves, I would harden our export policy and likewise let it be firmly known to neutrals and friendly nations alike that all aid to them will stop unless and until these nations firm up their policies in harmony with ours.

The Select Committee on Export Controls of the House of Representatives will shortly be submitting a complete report to the Congress.

Meanwhile, its chairman, Mr. KITCHIN, made a statement giving his opinion as follows:

"First, The economic phase of this prolonged, tense cold war is becoming more important each day. As our military posture and that of the Soviet bloc approach a stalemate, due to the absolute destructive power of each to annihilate civilization in a nuclear military conflict, the economic phase attains the status of a prime and strategic operation.

"Second. Continued emphasis must be placed on the vital area of trade with the Sino-Soviet bloc. The cooperation of our Western allies is of paramount importance.

"Third. There must be a readjustment of our thinking as regards our present status quo attitude. It is imperative that we acquire a realistic appreciation that while we are maintaining the peace we may be losing the cold war.

"Fourth. A strong and affirmative policy on foods and fibers to the bloc must encompass a philosophy of peace for food as well as food for peace."

George Washington once expressed confidence the American people would always do the right thing if they had the facts.

Our export policy is not favorable to an informed opinion.

The Government has shrouded much of the export control policy in secrecy.

The people are unaware to a great extent of the functioning of the Cocom program and only occasionally when word leaks out of transactions such as the sale by England to Red China of planes, do they learn of its ineffectiveness.

Some matters involving security, of course, cannot be published, but secrecy is greatly overdone. The privilege is often used to cover up mistakes and to try and avoid embarrassment over error and weak decisions of both ourselves and our allies.

This attitude prevents mobilization of public opinion against continuing policy failure and ineffective administration.

What we need, it seems to me, is full and frank disclosure of the facts. The people should have the truth. If they had it, I am sure there would be a stiffening of policy and a demand for stern measures by the entire free world.

Let the peoples under the yoke of communism earn anew their freedom by hunger, hardship, and harsh sacrifice. Let the peoples under the threat of communism do the same.

On the later score, it was gratifying to read (in Saturday's New York Times) that some Americans are willing to sacrifice. A 500-member union local—Lodge 893, International Association of Machinists-Stratos Division of Fairchild Engine & Airplane Co.—invited their own loss of jobs by protesting the production of a strategic item for the Communists. Their leaders said they were shocked and dismayed to discover in their trip to Washington, D.C., that this administration has no set policy governing the export of equipment. How true.

Unless the United States sets an overriding goal and actually comes to grips with

communism, unless the United States reverses its policies of compassion, appeasement, compromise, and slow retreat, I predict we will never achieve ultimate victory; and one day America will wake up and discover the free world and our allies and our economy are no longer free. Then it will be too late.

Cuban Freedom

EXTENSION OF REMARKS

OF

HON. CHARLES McC. MATHIAS, JR.

OF MARYLAND

IN THE HOUSE OF REPRESENTATIVES

Thursday, February 22, 1962

Mr. MATHIAS. Mr. Speaker, the Reverend Dr. Joseph F. Thorning, pastor of St. Joseph's Church on Carrollton Manor, Buckeystown, Md., has long been known as the Padre of the Americas. The Baltimore Women's Committee for Cuban Freedom recently named Father Thorning the 20th century's Flaming Son of Liberty. Father Thorning is now delivering a series of lectures to the faculty and students of the Visitation Academy, Frederick, Md. The fourth lecture of the series was directed to recent developments in U.S. policy toward Cuba. For the benefit of the Members of the Congress, I append in the RECORD an account of this lecture as it appeared in the Frederick News:

FATHER THORNING DELIVERS LECTURE

Delivering the fourth lecture in a series for the faculty and students of the Visitation Academy here, Rev. Dr. Joseph F. Thorning, pastor of St. Joseph's Church, Carrollton Manor, and author of the recent U.S. Senate-sponsored monograph, "Cuban Aftermath: Red's Seeds Blow South," declared that the resolutions of the Punta del Este Conference of Foreign Ministers "constituted a limited victory for freedom and decency over the Castro brothers, Fidel and Raúl, provided swift, decisive actions implement the declaration that the Soviet Sauleiters of Cuba no longer enjoy the protection of the law."

The Maryland author, educator, and diplomat added:

"There is now moral, ethical, and juridical basis for the apprehension and arrest of the Marxist-Leninist, criminal conspirators who, by an adroit admixture of deceit and violence, seized power over a good neighbor Republic. Cuba has been characterized as a captive nation. The Cuban people have the same right to be liberated as the people of Tito's Yugoslavia, Gomulka's Poland, or collectivized Czechoslovakia. The Castro brothers, in the eyes of the law, are worse than the unlamented, Cuban military dictator, Gen. Fulgencio Batista. The latter, although a tyrant, never merited the outlaw status that has been established with regard to Fidel Castro. The bearded prophet can masquerade no longer as the Robin Hood of Latin America. He has been indicted, tried, and convicted by his peers. Only the penalties need to be spelled out and applied.

"Apparently, Secretary of State Dean Rusk, whose skill and patience were submitted to a severe test in Uruguay, has determined that a complete program of action must be scheduled. The preliminary steps, substantially cutting down dollar revenues for Castro, are an indication of a new soul in the State Department. The views of Ambassador deLeseps ("Chep") Morrison, U.S. representative on the council of the Organization of Ameri-

can States, seem sound enough to prevail in the deliberations of his colleagues. The congressional leaders, who, 3 years ago, were assured by Mr. Roy Richard Rubottom, Jr., then Assistant Secretary of State for Inter-American Affairs, that Fidel Castro, if given enough rope, would hang himself, have seen the folly of such advice. They now know that Castro, instead of cutting his own throat, simply dug in, armed his militia, men, and women, to the teeth, consolidated his dictatorship and started the construction of airfields and missile launching pads. The nearby island is an enemy headquarters.

"A victory for genuine liberal forces in Fidel Castro's Cuba can turn the red tide throughout the globe. Freedom for the largest and most popular island in the Caribbean can inspire anew the freedom fighters of Eastern Europe, southeast Asia, Africa, and Latin America. On the other hand, any hesitation, or failure to carry through, about Castro would encourage his fanatical followers in Mexico, Brazil, and Ecuador. A clue to the Western Hemisphere situation can be noted in the presence of Francisco Juliao, Soviet Gauleiter of Northeast Brazil, in the Fidel Castro stronghold in Havana. But Gen. Lázaro Cárdenas, ex-President of Mexico, apparently intimidated by the revelations about his role in the files of the U.S. Senate Subcommittee on Internal Security, lost his nerve at the last moment and did not carry out his design to show up side by side with his fellow-conspirators in Cuba. This shows the road to victory; truth-telling about the agents of Messrs. Mao Tse-tung and Nikita Khrushchev in all the American Republics."

Rev. Mother Mary de Chantal Keanny, Visitation Superior, and Sister Claire Joseph O'Neill, directress of studies, presided at the meeting here.

House Resolution 543 To Authorize the Committee on Interstate and Foreign Commerce To Conduct an Investigation and Study of the Adequacy of the Regulation of Nonscheduled Airlines

EXTENSION OF REMARKS

OF

HON. JAMES E. VAN ZANDT

OF PENNSYLVANIA

IN THE HOUSE OF REPRESENTATIVES

Thursday, February 22, 1962

Mr. VAN ZANDT. Mr. Speaker, when I introduced House Resolution 543 on February 12, 1962, I stated its purpose is to direct the Committee on Interstate and Foreign Commerce to make an intensive review of the manner in which the Civil Aeronautics Board and the Federal Aviation Agency have regulated the nonscheduled airline industry. It is my belief, based on the evidence before our special subcommittee of the House Committee on Armed Services, as well as my own investigations, that the Imperial Airlines accident is attributable to the loose regulation of these carriers by the CAB and the FAA, as well as the poor management of the carrier.

In view of the magnitude of our scheduled air carrier industry, I am not persuaded that there was a demonstrated need for these nonscheduled certificates, and in holding them illegal, the court of appeals disagreed with the CAB, too, in

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many respects. However, I realize that the present Board inherited this problem from its predecessors. In fairness to all concerned, I should point out that throughout the history of the nonsked problem, present CAB member Chan Gurney and his former associate, Col. Harmar Denny, of my own State of Pennsylvania, consistently urged caution in the issuance of the nonsked certificates and voted for enforcement penalties and sanctions against those who violated regulations. The CAB has leaned over backward to resolve all doubts about certifications, certificate renewal, hidden control, and inadequate financial responsibility, and managerial ability in favor of the nonskeds instead of in favor of the public. Following the Board's ill-advised actions in issuing these certificates and in failing to revoke them when knowledge of their inadequate financial responsibility or questionable managerial fitness came to its attention, the problem then shifted to the FAA.

Here again I realize the present Administrator inherited a problem in trying to keep up with the fitness of these marginal carriers.

It is quite obvious that an undue number of hours have been required on the part of FAA personnel to determine the fitness of the equipment, personnel and operations of these nonscheduled carriers. I agree with the majority's conclusion that the Imperial Airlines accident could have been prevented. I agree with the majority's conclusion that there has been inadequate attention given to the managerial capacity and financial responsibility of these carriers. I agree with the majority's conclusion that any doubt concerning legal authority of CAB and FAA should have been resolved in favor of the public interest rather than the industry, particularly where economic factors affecting safety are concerned.

But I would go further. My question is why this situation has been allowed to continue. Why the CAB and the FAA have not used all of the legal authority that they presently have to eliminate the incompetent or unfit operators, and if they do not have adequate authority to accomplish this, why have they not asked the Congress for such additional authority as they may need to deal with this situation.

I cannot help wondering how many potential Imperials there may be in the supplemental industry in view of: (a) Administrator Halaby's testimony in reference to supplemental carriers that "there are good ones and not so good ones"; (b) the admitted failure of either CAB or FAA to evaluate adequately the management and financial resources of supplemental airlines; and (c) testimony of MATS that they have found a substantial number of carriers not qualified for military traffic. I certainly feel the general public is as entitled to safe air transportation as is the military. There is too much evidence that this is not always the case today.

Both the CAB and FAA told the subcommittee they were conducting extensive investigations of these carriers.

What have been the results of the investigations? What changes should be made in the legislation now pending before the Congress to bring this industry under proper control? We should insist before final action is taken on this legislation that it eliminate all possibility of incompetent, poorly financed or poorly run operators. In this connection, it is my opinion that the interim certificate authority may not be adequate to accomplish this. Why should the Congress direct the Board to give interim certificates to carriers which the Board's own findings might show are unfit, unsafe, or otherwise incompetent? Let us give the CAB and FAA authority to cut off the carriers that have filed false reports, that have operated in defiance or violation of Federal law and regulation, whose control may have come into the hands of persons whom the Board presently considers unfit. And for the future, if the Congress contemplates setting up a permanent class of supplemental carriers, let us make sure that the initial certificate standards are high, and that doubts as to the public need for fitness or ability of these applicants is resolved in favor of the public and not in the private interest.

With that in mind, I sincerely hope that my resolution, House Resolution No. 543, will receive favorable consideration and thereby direct the House Committee on Interstate and Foreign Commerce to review the CAB and FAA to determine the adequacy of the regulation of nonscheduled airlines.

H. Gort
The Perils of Secrecy

EXTENSION OF REMARKS

OF

HON. JOHN E. MOSS

OF CALIFORNIA

IN THE HOUSE OF REPRESENTATIVES

Thursday, February 22, 1962

Mr. MOSS. Mr. Speaker, for more than 6 years the work of the House Government Information Subcommittee has been guided by the conviction that unnecessary restrictions on the availability of information about our Government are dangerous and repugnant to our free society. In a series of reports approved by the Government Operations Committee there have appeared documented instances of attempts to suppress information because it might be considered embarrassing or of partisan use, or simply because some bureaucrat did not want to answer questions.

During the summer of 1960 the operations research office of Johns Hopkins University completed an unclassified research project that recommended, among other things, that the conelrad system be abandoned as useless in this missile era. Almost immediately the Office of Civil and Defense Mobilization sought to suppress the report because of the embarrassment it might cause political appointees in the Government. Thorough subcommittee investigation produced proof of the suppression and

forced release of the report. This week it was announced that the conelrad system is being abandoned and will be replaced by an up-to-date system that reflects the technological facts of our times.

While we have no evidence that disclosure of the conelrad report speeded the decision on a new system for civil defense warning, we can assume that the disclosure could not possibly have hindered or delayed reaching a decision. And we can be sure that continued suppression of the report would have slowed down the process by which outdated systems are reviewed and replaced by modern security devices.

So that the Members of Congress might have the details of this case of unnecessary secrecy, I ask leave to insert in the RECORD a series of newspaper articles dealing with the subject:

[From the New York Herald Tribune, Oct. 25, 1960]

SUPPRESSION OF CRITICISM LAID TO CIVIL DEFENSE—REPORT DECLARED AIR RAID ALERT OBSOLETE

WASHINGTON, October 24.—House investigators today accused the Office of Civil and Defense Mobilization of trying to suppress a still-secret Army report criticizing the Nation's air raid alert system.

Representative JOHN E. MOSS, Democrat, of California, chairman of the House Government Information Subcommittee, leveled the charge in a letter to Army Secretary Wilber M. Brucker. He said he had been informed that OCDM Director Leo A. Hoegh wrote the Army's research chief "requesting him and urging him to withhold publication of the report."

OUT OF DATE

The study, prepared by the operations research office of Johns Hopkins University, said both the Conelrad radio system and the nationwide network of air raid sirens were badly out of date in the ballistic missile age.

Representative MOSS wrote Mr. Brucker that the letter requesting the Army to suppress the air raid warning report was sent in August to Lt. Gen. Arthur G. Trudeau, Army Chief of Research.

Representative MOSS said the report was not secret, but had been withheld from the press. He asked Mr. Brucker to cite "specific statutory authority for withholding it from the public."

SIRENS IGNORED

The study, stamped "For official use only," said a large proportion of the Nation's air raid sirens were not loud enough to alert the civilian population. It urged development of a low-cost alarm system which could be installed in every house and building in the United States.

It also concluded that the average American citizen—even when he hears a siren—usually ignores its warning because of the large number of practice alerts and siren tests.

Concerning Conelrad, the report noted that the radio system's original purpose of preventing enemy aircraft from using radio beacons for navigation was designed to defend against manned bombers and would be meaningless in the age of missiles.

[From the New York Herald Tribune, Nov. 23, 1960]

PROBERS SAY CIVIL DEFENSE REPORT WAS STIFLED—SEES PENTAGON FEAR OF EMBARRASSMENT

WASHINGTON, November 22.—House investigators charged today that administration officials tried to suppress a report criticizing the Nation's air-raid warning system because

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they feared its publication might prove embarrassing.

Representative JOHN E. Moss, Democrat, of California, Chairman of the House Government Information Subcommittee, cited a letter from Leo A. Hoegh, Director of the Office of Civil and Defense Mobilization, in support of his charge.

Mr. Hoegh's letter, addressed to Lt. Gen. A. G. Trudeau, head of Army research, said "it would be most unfortunate" if a presentation of the report resulted "in embarrassment to the Army, to the Department of Defense, or the OCDM."

SEES "FACESAVING"

Representative Moss said in a statement that "political facesaving has been claimed by an administration bureaucrat as justification for suppressing the ugly fact that during the last 8 years little or nothing has been done to put into effect a meaningful air-raid warning system."

"These are dangerous games for politicians to be playing," Representative Moss said. "To suppress public information because someone might be embarrassed is a threat to the fabric of democratic self-government."

Earlier this month Mr. Hoegh denied that he had tried to suppress the still-secret report, prepared under contract for the Army by the Operation Research Office of Johns Hopkins University. Army officials have said the report will not be made public until they have had an opportunity to review it.

CALLS SYSTEM OBSOLETE

The study, written under the direction of Theodore J. Wang, asserts that the present air-raid warning system does not provide protection in the age of intercontinental ballistic missiles. It says the Conelrad radio system, mainly designed to prevent enemy planes from navigating on commercial radio beacons, is obsolete in the era of pilotless missiles.

It also says present-day sirens are incapable of warning large segments of the U.S. population and recommends a buzzer system be established in all homes and public buildings.

Representative Moss said subcommittee investigators had discovered that the author of the report was invited to present his findings at a national conference of the U.S. Civil Defense Council in September. He said Mr. Hoegh, learning about the proposed presentation, called on the Army to consider the propriety of the study.

"But, before the Army had a chance to act," Mr. Moss said, "Hoegh moved on his own to make certain the scientist's findings would be suppressed."

Representative Moss said the author of the report was told after a meeting between Mr. Hoegh and the conference officials that he would not be on the program.

[From the Washington Post, Nov. 26, 1960]

ARMY RELEASES REPORT ATTACKING AIR-RAID WARNING SETUP AS INADEQUATE

The Army—under pressure from congressional investigators—yesterday removed the wraps from an unclassified report which said the Nation's air raid warning system is inadequate in the missile age.

The report, prepared under contract with the Operations Research Office of Johns Hopkins University, called on the Office of Civil and Defense Mobilization to set up a national buzzer alarm system in private homes and public buildings.

Earlier this week, Chairman JOHN E. Moss, Democrat, of California, of the House Government Information Subcommittee accused OCDM Director Leo A. Hoegh of pressuring the Army into withholding the report from the public.

Prepared by the researchers from public testimony before a congressional committee, the Army last week refused a reporter's request for the study. A spokesman said then that the unclassified document would not be made public until it had been evaluated.

The study, written under the direction of Theodore J. Wang, said present air raid sirens are incapable of giving warning to large segments of the U.S. population, and OCDM has scheduled so many alerts that persons who do hear the sirens tend to ignore them.

The report also found that the conelrad radio system, mainly established to prevent enemy planes from navigating on commercial radio beacons, is obsolete in an era of the intercontinental ballistic missile.

[From the Washington Post, Feb. 18, 1962]
DEFENSE DEPARTMENT TO SCRAP CONELRAD FOR NEW SETUP

(By John M. Goshko)

The Defense Department is preparing to scrap the existing conelrad system for broadcasting information to the American public by radio in the event of nuclear war.

In its place, the Department plans to establish a greatly modified system designed to overcome acknowledged weaknesses in the present setup and to allow local authorities greater control over broadcasting of public information.

Officials of the Department's Office of Civil Defense have refused to comment on the impending changes. However, it is known that OGD has won the approval of the Joint Chiefs of Staff and the Federal Communications Commission for a drastic overhaul of the system.

REASONS FOR SECRECY

Reliable sources say the secrecy surrounding the project is due to the fact that details have not been fully worked out. In addition, these sources report, Pentagon officials are reluctant to discuss the matter because the Canadian Government has not yet approved changing the system. Conelrad is a joint United States-Canadian venture.

Official announcement of the new system, it is said, will not be made until these two problems are resolved.

The present setup, established in the early 1950's, represented an attempt to reconcile certain conflicts between military and civil defense officials.

The Government recognized that it had to have a means of getting information to the public before, during, and after an enemy attack. But the Air Force, concerned at that time with defense against manned bombers, insisted that any broadcasting system contain safeguards to prevent enemy planes from picking up a radio signal and using it as a guide to their target.

The result was a plan under which the FCC set aside two allwave frequencies for exclusive civil defense use on a nationwide basis. These frequencies, 640 and 1240, have since been widely publicized as the conelrad stations to which the public should turn for emergency information.

The Government then selected a number of radio stations (theoretically there is one in every American municipality or county) that could change over from their regular frequencies to one of the two conelrad frequencies during an emergency.

These stations were then assigned to two conelrad nets, a national net embracing every participating station in the country and a regional net including all participating stations within a specified area.

The nets were to work this way:

The national net has a secret control center in direct contact with the North American Air Defense Command and the White House. From it, messages of national importance can be sent out simultaneously through every conelrad station in the country.

REGIONAL NETS

Similarly each regional net has its own control center to originate messages of a local or regional nature for transmission over stations within the net.

For example, the District is part of a regional net that also includes Virginia, Maryland, and parts of West Virginia, Delaware, and Pennsylvania.

Thus District officials wishing to relay information to District residents would have to submit the message to the control center for transmission. The message when sent would be heard not only on conelrad stations in the Washington area but also on those in Baltimore, Richmond, and every other station in the net.

The system contains three safeguards to prevent enemy planes from using an intercepted signal to "home in" on a target:

The conelrad frequencies are on a low-power transmission system that gives off a weak signal. This signal, which carries for about 50 miles from the outlet station, is considered sufficient to reach everyone within a specific locality but not strong enough to be intercepted by enemy planes from a great distance.

The fact that a multiplicity of stations would be broadcasting simultaneously on the same two frequencies would hamper enemy navigators in their attempts to follow the signal to a specific source.

No city, State, or other political jurisdiction can be mentioned by name over conelrad. This is to prevent enemy planes from identifying a signal with a specific locality.

These elaborate safeguards have been a continual source of frustration from the outset to State and local civil defense authorities. Among their specific complaints:

The necessity of originating local messages from a control center that might be several hundred miles away from the community for which the message is intended represents a roundabout and time-consuming process.

Competition with national messages that take priority and with the other political jurisdictions in the regional net for time on the air would also delay urgent messages, perhaps keeping them from being delivered in time.

The individual trying to get local information over his radio would be confused by messages intended for other jurisdictions within the regional net.

This last complaint is perhaps the most serious against the system, since communities cannot be identified by name in conelrad messages.

Thus a message intended for District residents could be identified only as coming from "Commissioner Tobriner" (Walter Tobriner, Chairman of the District Commissioners). Such a system is highly dangerous, civil defense officials contend, because large segments of the public cannot be depended upon to know the name of their local and State authorities.

Acknowledgment of these weaknesses by the Defense Department has finally led to the decision to overhaul the system. In this, the Department has been aided by a recent relaxing of the Air Force's formerly inflexible insistence on retaining the system's safeguards.

This change of heart has been prompted by the Air Force's feeling that the main threat of attack will soon come from guided missiles, which cannot make use of radio signals, rather than manned aircraft.

Just 74 Boys

EXTENSION OF REMARKS

OF

HON. JAMES E. VAN ZANDT

OF PENNSYLVANIA

IN THE HOUSE OF REPRESENTATIVES

Thursday, February 22, 1962

Mr. VAN ZANDT. Mr. Speaker, the tragic Imperial Airlines crash November 8, 1961, near Richmond, Va., that claimed the lives of 74 Army recruits has resulted in nationwide indignation over the apparent laxity in the enforce-

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ment of maintenance and safety regulations. From coast to coast the wave of public resentment is mounting daily while the demand increases that congressional approval be given House Resolution 543 which I introduced February 12, 1962, and which provides that a full and complete investigation be made of the adequacy of regulations affecting the nonscheduled airlines in the light of the tragic Imperial Airlines crash last November.

For over 3 months the daily and weekly newspapers of the Nation have published thousands of communications from readers in their "Letter to the Editor" column. These letters reflect bitter denunciation over the callous disregard for human life as unfolded through the recent investigations of the Richmond air tragedy. It is due to the brevity of the investigations that I have requested congressional activity in obtaining two-pronged action by the Department of Justice and the House Committee on Interstate and Foreign Commerce as an aftermath of the Imperial Airlines crash.

Among the thousands of letters to American newspaper editors is one from the pen of Raye O. Lawson of the World-Wide Detective Service, Inc., Richmond, Va., which appeared in newspapers in the State of Virginia. The brief, yet thought-provoking title, "Just 74 Boys" is followed by a penetrating and poignant description of the crash of the Imperial Airlines cargo plane which is attributed to the frenzied desire of the Federal Government to spend money for every conceivable type of program; yet when it comes to safeguarding human lives they are sacrificed on the altar of mammon on the flimsy pretext—"the Government has to save money."

The letter written by Raye O. Lawson follows:

JUST 74 BOYS

To the Editor:

They are expendable.

Seventy-four young men, mere boys, many fresh from high school graduation, full of hope, with their boyish ambitions and young interests, several of them an only child, perish like trapped rats in the flames of a burning air boxcar. To the parents, the moms and dads who had reared and loved these kids they were their all, their life. To the Army they were expendable.

The Government has to save money, the Army with all its planes, with good airlines, with regularly scheduled routes, and experienced pilots, the Army contracts with shoestring contract haulers. Money to go to the moon, money for flying VIP's in the best of planes, money for junkets for "two bedroom Charlies," but for these kids the Army had to economize. They were just 74 future soldiers.

In the old days it was 40 homme or 8 chevaux. Today it is 74 boys or 500 sacks of potatoes. Hauling for contract. A little known (except for bad record) contract hauler with third-handed planes is entrusted with the lives of our children we give to the Army.

This cargo plane that took 74 boys to a horrible death, who owned it, how old was it, what is the record of the company? Let's look at the known record. In 1953, operating as the Regina Airlines this same outfit crashed and killed 19 soldiers en route to McChord Air Force Base. This same outfit, in January 1949 at Aberdeen, N. Dak., and in 1955 at Charleston, S.C., had two accidents due to faulty landing gear. Luck-

ily there were no fatalities. In November 1959 the company was ordered to pay a \$1,000 fine by the FAA for operating a plane that was not airworthy. Two of the line's pilots have been suspended in the past by the FAA for violations of civil air regulations. The Army has to save money. Boys are expendable.

RAYE O. LAWSON.

Birmingham's Festival of Arts—An American Renaissance

EXTENSION OF REMARKS

OF

HON. GEORGE HUDDLESTON, JR.

OF ALABAMA

IN THE HOUSE OF REPRESENTATIVES

Thursday, February 22, 1962

Mr. HUDDLESTON. Mr. Speaker, I am very pleased to call to the attention of the House the festival of arts program that is going on in Birmingham right now. Our famous festival of arts has been and is being widely imitated in other cities throughout the country and we in Birmingham are glad to share our experience with others. For those that are not familiar with the festival of arts, I should explain that it lasts for nearly all of the month of February and it is a period crowded with artistic and cultural events.

The citizens of Birmingham and all of Alabama are proud of the wonderful traditions of the festivals of arts that have been built over the years. It is, I believe, getting better each year and although Birmingham is the youngest of the world's great cities we have built a fine reputation for encouraging and promoting the arts. We have art shows presenting only our local artists that fill our fine museum, during the festival. Our local musicians are kept busy trying to keep up with the demand for their talents. There is a variety of competitions that are widely participated in by people from all over Alabama. I could go on for a long time about our great festival but I just want to commend the following article to the attention of the Members. The article appeared in the Birmingham magazine for January and gives a good account of the success of the festival of arts:

AN AMERICAN RENAISSANCE: BIRMINGHAM'S FESTIVAL OF ARTS

This is the story of Birmingham's world-renown festival of arts.

More, it is the story of an entire metropolis that puts aside its concentration on manufacture and trade and its citizens become cultural explorers for new artistic talent.

It's the story of an entire community kindled by the reverberation of arts for the people.

It is no empty saying.

For 3 weeks in February, the muses, never quiet in magic town, join hands and walk through the mountain-rimmed city, assuming many guises in many places.

"Culture bypasses no one here," one Birmingham asserts. "Art goes up in store windows, schools, theaters, churches, hospital corridors, depots and cocktail lounge."

"Housewives give up cooking for culture. Businessmen bypass prospects for art films, lectures and flowers. Children quote Shake-

peare and hum arias. It's a bit startling to newcomers."

The Birmingham Festival is a 21-day period packed with cultural offerings.

The best in amateur, near-professional and professional performances, today's stars and tomorrow's hopefuls give enjoyable performances to enthusiastic audiences here.

For instance, Birmingham's civic opera and full symphony orchestra will perform together in the difficult Puccini Triptych, "Gianni Schicchi," "Il Tabarro," and "Suor Angelica." Four of Birmingham's five theater groups will present O'Neill's "Beyond the Horizon," "Troilus and Cressida," the religious drama "Everyman," and Wilder's "Our Town."

The community's three ballet companies will be presented in performances. A special flamenco exhibition has been arranged by the Birmingham Classical Guitar Society. A string trio will present the festival's award-winning chamber music composition.

The festival calendar also includes the world's largest camellia show, antique and coin collections, young artists concerts, cultural lectures and films, exhibits and tours of Birmingham churches and artists' studios.

Eighty chairmen head the many events that are part of the festival.

These chairmen and their committees include public officials, civic and business leaders, artisans, professional men, spiritual leaders, laborers, students, homemakers, club members, and others.

Nearly 500 persons are involved in the steering organization of the festival. Festival events have an attendance of more than 75,000. It is estimated that 10,000 more are engaged in the many details incidental to an event of such broad scope. Thus nearly 100,000 people from all walks of life in Birmingham have a part as spectator or participant in a festival that makes culture an exciting, enjoyable experience for increasing numbers.

The recently established festival of arts office at city hall encourages continuation of long range planning for the festival each year. Mayor Arthur J. Hanes, whose office adjoins the festival office, is cochairman of the 1962 festival. He probably would not have considered himself a candidate for cultural leader in the late thirties when he was a star college griddier.

But Birmingham's advancement in the arts has made Hanes, as it has other leaders and citizens, acutely aware of the value of culture to a community.

Mayor Hanes observes, "When industry considers expansion, it looks for cities with a good educational system and active cultural opportunities as well as a suitable business climate."

Interest of civic and business leaders in the festival is indicated by the fact that the Birmingham Chamber of Commerce helped organize the festival in its all-embracing form. The chamber gives awards to Birmans for outstanding contributions in the fields of music, drama, art, and original creative event. (Award recipients must be truly outstanding.)

Interest of youth in the festival is aroused by such events as a performance by the 65-piece Birmingham Youth Symphony Orchestra, an art education program to prepare scouts for participation in a nationwide project, and additional youth-slanted activities including an opera matinee.

Birmingham is a mecca of cultural participation for both county and State. Faculty and advanced students from colleges all over Alabama are taking part in the 1962 festival as committee chairmen, lecturers, and soloists. College presidents are serving or have arranged for faculty members to serve on advisory groups to further organize cultural presentations.

Each year one college of national renown is asked to present during the festival a